



South Dakota *Wing Roundup*



CIVIL AIR PATROL • WINTER 2018 • UNITED STATES AIR FORCE AUXILIARY



**South Dakota Wing
Incident Command
Post at an Air Force
Evaluated Search and
Rescue Exercise**





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SUPPORT OUR CADETS

. THEY ARE OUR FUTURE!!!

SEARCH AND RESCUE EVALUATION (SAREVAL)

*By Lt. Col. Bruce Kipp, CAP
SAREVAL Public Information Officer*

The Air Force conducted its biennial evaluation of the South Dakota Wing's preparedness to conduct Emergency Services missions during the week of 13-19 August 2018. A team of eight USAF evaluators were present during the week to assess our capabilities and readiness.

For the first few days of the evaluation South Dakota Wing (SDWG) aircrews were given 13 targets to image. They flew photo surveys of all 13 and uploaded the geotagged photos to the Federal Emergency Management Agency website. In mid-week the inspectors tried to slip in a red-herring, a request to assist in the search for a stolen vehicle. The Incident Commander recognized that this



Ground Team members use hand-held radio-direction-finding gear to locate a simulated aircraft emergency locator beacon.



One of the SDWG aircrews engaged on a search and rescue mission.

was not a valid CAP mission but rather a task for law enforcement and politely declined the request.

The USAF evaluation culminated on Saturday, 18 August when SDWG held a full-blown Search and Rescue Exercise (SAREX) at the municipal airport in Mitchell, SD. This was a departure from SDWG's usual practice of holding SAREXs at one of our base cities. The USAF team had requested that we hold the SAREVAL at a remote location to test our ability to act in the field. Kudos to our logistics section that successfully coordinated the move

of the mountain of supplies and equipment needed to Mitchell.

On Saturday, 18 August, the USAF evaluators presented the Incident Command Staff with a number of scenarios requiring the use of Ground Teams and aircraft. The scenarios included a missing person search, an overdue aircraft search, a missing aircraft search and tracking simulated aircraft emergency locator transmitters (ELTs). The day began with the missing person scenario with a new twist; the distraught wife of the missing person showed up at the Incident Command Post (ICP) hysterically complaining that nothing was being done to find her husband. She was quickly sequestered and key personnel went to console and communicate with her. After assurances that everything was being done to find her husband she pro-



The Incident Command Post team swiftly reacted to the various scenarios thrown at them by the USAF Evaluators.

vided some useful information that aided in the search. It was good training should a similar situation arise in the future. The remaining scenarios involved Ground Teams, aircraft or both. For the first time in a long time

there were sufficient personnel to form three ground teams. This allowed formation of a Fast-Response Ground Team.

Five SDWG aircraft were present along with 15 aircrew members. In all some 55 SDWG cadets and officers took part in the SAREVAL. The South Dakota Wing gratefully acknowledges the assistance of the Mitchell Wesleyan Church for providing billeting space on Friday night for exercise participants. We also thank the Mitchell Salvation Army for providing noon meal service for the participants on Saturday. Most of all, this remote base SAREVAL was successful in large part due to the generosity of the Dakota Flight Center at the Mitchell Municipal Airport in allowing us use of their excellent facility for the Incident Command Post and Ground Team and aircraft staging area. 🇺🇸



Ground Team members prepare to deploy on a search and rescue mission.



Commander's Corner

*By Col. David G. Small Jr., CAP
South Dakota Wing Commander*

Volunteer Service

Volunteer service is one of the four core values of the Civil Air Patrol along with Integrity, Excellence and Respect. What does volunteer service really mean? "Volunteer" implies that we are doing something of our own free will, no one is coercing us, nor are we being paid. "Service" suggests that our actions are benefiting others around us.

When we volunteer to serve through CAP there are likely many motivating factors. I'm sure that all volunteers will agree that not every minute of volunteer service is sheer joy. In fact there are often rules, regulations and obligations that are downright irritating and frustrating.

Working with cadets, developing tomorrow's leaders that is what motivates me to volunteer my time. It is easy to see so much wrong with our nation and our world. When I observe cadets getting up at 04:00 in 20 degree below zero weather to

search for a missing person, or when I see echelons of cadets standing at sharp attention in drill practice, I have hope for the future. We have many youth with high aspirations, who desire excellence and are of high moral character. CAP helps develop these traits in young people, preparing them to lead our communities, state and nation, when older members, such as myself, enter into our golden years.

A less altruistic motivator for me is that I pretty much love anything to do with airplanes. Ever since I can remember I have been fascinated about aviation, the planes, the people and the places where they go. Last week I was privileged to be part of a team visiting a small farming community in South Dakota. We spent all afternoon introducing about 120 youngsters to the joys of flight and aviation. Seeing the excitement as a young person gets in a cockpit for the first time or figures out how to make their paper airplane



fly further than anyone else's, is reward enough for my volunteer service.

Quite simply all CAP members are volunteers. If a member leaves a meeting or a CAP activity feeling discouraged or frustrated, they are not going to be a member for long. There are as many motivating factors for volunteer service as there are CAP volunteers.

I wholeheartedly believe that our service as members of the South Dakota Wing of the Civil Air Patrol makes a positive difference in our communities. Keep up the good work, spread the word and encourage and thank your fellow volunteers.



Doolittle Raider South Dakotan Henry Potter

*By Cadet Master Sgt. Daniel Willison, CAP
Sioux Falls Composite Squadron*

There are many men that took part of World War II. One of those men was Henry Potter from Pierre, South Dakota. He fought in the famous Doolittle raid on Japan. Explaining the life of a hero such as Henry Potter cannot be done in just a few words, but hopefully you'll learn something new about him.

Twenty-three year old Lieutenant Henry Potter was the navigator for the lead plane on Lt. Col. James H. Doolittle's famous raid on Japan on April 18, 1942. He was one of eighty men taking sixteen B-25 bombers that planned to take off from the aircraft carrier USS Hornet and fly about 460 miles to Japan, bomb selected targets in Tokyo, then proceed on to China and land. Unfortunately, a Japanese patrol boat found the Hornet and forced the bombers to take off about 690 miles away from Japan, leaving them with too little fuel to land safely in China. So, after they had bombed Japan and were flying over China, Potter and the rest of the plane's crew bailed out and landed safely in a Chinese field. They were captured by Nationalist Chinese soldiers and forced to march down the road until they met a Chinese school teacher who spoke English. This teacher convinced the soldiers that the men were allies. He then took Potter and his crewmates to his house and fed them breakfast. Days later friendly Nationalist Chinese troops escorted them to a US military aircraft which flew them to safety.

In 1970, the then Colonel Henry Potter retired and moved to Austin, TX and started to raise money to preserve World War II combat aircraft. In 1990, he joined a group headed to the Zhejiang Province in China to look for five of the B-25 bombers that participated in the Doolittle raid on Japan. During the trip, Bryan Moon, the man who put the expedition together, introduced Col. Potter to Zhu Xuesan, the same school teacher that interpreted for Potter and his team many years ago. It was reported that Col. Potter was absolutely amazed to have met Zhu Xuesan again.

Henry Potter, born in Pierre, South Dakota in



The crew of the lead aircraft (from left): navigator Lt. Henry "Hank" Potter, pilot Lt. Col. James "Jimmy" Doolittle, bombardier Staff Sergeant Fred Braemer, co-pilot Lt. Richard "Dick" Cole and engineer/gunner Staff Sergeant Paul Leonard.

1918, died in Austin, Texas in May 2002 at the age of 83. He was the last to die of Doolittle's plane's crew. Some of Henry Potter's military achievements are: Navigator Wings, Distinguished Flying Cross Ribbon, Meritorious Service Ribbon, Air Medal Ribbon, Joint Service Commendation Ribbon, American Defense Service Ribbon, American Campaign Ribbon, Asiatic Pacific Service Ribbon, European African Middle Eastern Campaign Ribbon, World War II Victory Ribbon, National Defense Service Ribbon, Philippine Liberation Ribbon, Air Force Longevity Service Ribbon, and being rated a master navigator. He earned several other awards, including some from China. Col. Henry Potter's headstone says, "Loved His Country, Family and Friends." In all, the standards that Col. Henry Potter set can be the standards we strive for today.

The above were interesting facts about Col. Henry Potter and how he lived during and after the war. Personally, the research that I did was quite enjoyable and I learned that there were several men from South Dakota on this mission.



Ground Team Leader's Course at NESA

*By 1st Lt. Richard Rezac, CAP
Pierre Composite Squadron*



*The hard-earned,
highly coveted Civil
Air Patrol Ground
Team Leader's Badge.*

I had the privilege of attending the second session of the 2018 Ground Team Leader's (GTL) course from 21-28 July at the National Emergency Services Academy (NESA) at Camp Atterbury, Indiana. Having been through a number of somewhat-similar field schools in the Army, I will say that I was most impressed with the staff, curriculum, coursework and practical exercises. My classmates in the GTL course came from a wide variety of backgrounds. From a Hawk Mountain Ranger School graduate to a Civil Air Patrol mission pilot to a Scoutmaster, even a retired soldier who spent his career in Special Forces.

We were extremely busy (16+ hour days were the norm) the entire time we were there, reviewing, learning and mastering all of the Ground Team tasks ranging from the most basic, to qualify as a Ground Team Member Level 3 (GTM3), through Ground Team Member Level 2 (GTM2), Ground Team Level 1 (GTM1) and Ground Team Leader (GTL). It didn't matter what tasks we had already had approved at our home stations, NESA ensures that you are proficient in every task and function of the Emergency Services position you are seeking. There is no skipping out on a class because it's already signed off on your record.

Not only did our class progress through the regular training curriculum, we also had the oppor-



Course participants navigate their way through a problem-solving field exercise.

tunity to field test prototype radio-direction-finding equipment from Germany. It is mounted in a backpack frame with a battery and uses a Doppler-style antenna as a receiver. It can not only track the older 121.5 MHz and 121.775 MHz Emergency Locator Transmitter (ELT) frequencies, it can also track the new 406 MHz ELT and Personal Locator Beacon signals. The unit is integrated with a standard electronic tablet secured at the operator's waist, with GPS and azimuth data. The unit also has a vehicle operation mode, allowing teams to operate the unit from a Civil Air Patrol vehicle. It was an honor to be asked by the NESA staff to work with this gear in a field test for the manufacturer. While the unit has a few technical bugs to be addressed, it was exciting to see its potential.

At the conclusion of the course it was a great honor having my Ground Team Leader's badge presented to me by Mr. John Desmarais, the Civil Air Patrol National Director of Operations. I feel much more confident in leading a Ground Team in a search and rescue mission in the field.

All of my classmates agreed that our time at NESA was crucial to successful operations in the field saving lives. I would highly recommend attending NESA to any Civil Air Patrol member who wants to make sure they are competent in their Emergency Services duties.



Participants at the Ground Team Leaders course prepare for the day's activity.

SPACE PIONEER COLONEL ALBERT WETZEL

*By Cadet Airman Basic Anna-Claire Edwards, CAP
Rushmore Composite Squadron*

Colonel Albert J. “Red” Wetzel was born in the bustling city of New Orleans, Louisiana, on December 29th, 1917. In 1934, he graduated from Jesuit High School, which he attended on an academic scholarship. He was then admitted to Tulane University School of Engineering on an Alumni Scholarship, graduating in 1939 with a bachelor’s degree in electrical engineering. Colonel Wetzel joined the United States Army Reserve in December of 1940 and received a commission in early 1941. In the midst of World War II, he completed his pilot training and in late 1943 held a career as a project officer and test pilot in the Special Weapons Branch Materiel Command Headquarters located on what is now Wright-Patterson Air Force Base, Ohio. During his time there he worked on problems related to glide bombs, navigation, and remote control.

From 1947-1948 Colonel Wetzel served as chief project engineer for Matador, the Air Force’s first ground launched cruise missile. He earned a master’s degree in aeronautical astronomical engineering courtesy of John Hopkin’s university in 1950. He then went on to become the Executive Officer to President Harry Truman’s guided missile advisor, in 1952. From 1953 to 1955 he was the executive to the Assistant Secretary of Defense for Applications Engineering. He also served as a Strategic Air Command bomb squadron commander and deputy wing commander.

In 1957, Colonel Wetzel was selected to run the Titan Intercontinental Ballistic Missile Program from its concept stage to operational readiness. He played a big role in the complete configuration change for the Titan II. Among his biggest accomplishments during his tenure as Titan program director was a self-contained, all-inertial guidance system for the Titan II. It was during this time that he earned the title “Mr. Titan.”



Col. Wetzel poses in his Air Force uniform in May, 1964.



USAF Colonel (retired) Robert Wetzel poses in civilian attire with his numerous awards and decorations.

In Colonel Wetzel’s final assignment as a USAF officer he served as Director of Strategic Programs in the Office of the Under Secretary of Defense for Research and Engineering. He retired from active duty in 1965 and returned to Tulane University as the Director of Research and Special Programs and also held a variety of other appointments. During this time, he also served on the Rocket and Space panel of the President’s Science Advisory Board. Colonel Wetzel retired from Tulane University in 1995 with the title of Vice President Emeritus.

He was inducted into the Air Force Space Command’s Space and Missile Pioneers Hall of Fame in 2003 for his contributions to the Air Force space and missile programs.

Known for his irrepressible optimism, commitment to duty, faith and family, Colonel Wetzel should be an inspiration to all Civil Air Patrol cadets. He passed away on the 26th of December, 2009, survived by his wife Helen and four children, but has left a legacy of excellence and innovation that we should all aspire to achieve.

2018 Joint Dakota Cadet Leadership Encampment

By Cadet Capt. Annabelle Klosterman, CAP, Cadet Senior Master Sgt. Alanson Cleveland, CAP, and Cadet Staff Sgt. Madison Roy, CAP

From 23 June to 1 July, the 2018 Joint Dakota Cadet Leadership Encampment (JDCLE) was held at Camp Grafton, the main Army National Guard installation in North Dakota located near Devils Lake. Over 110 cadets and officers from seven Civil Air Patrol Wings (Colorado, Minnesota, Montana, Nebraska, Wyoming, North Dakota, and South Dakota) participated. The 2018 JDCLE Commander was Capt. Travis Partin and the Cadet Commander was Cadet Lt. Col. Anika Bohmer, both from North Dakota Wing. During the weeklong encampment the cadets were trained in everything pertaining to Civil Air Patrol as well as participating in a lot of fun activities along the way.

Encampment contained two different courses: the Basic Leadership Squadron and the Advanced Leadership Squadron. In the Basic Leadership Squadron, cadets learned the foundations of leadership development, various aspects of aerospace education and critical skills in emergency services. In the Advanced Leadership Squadron, cadets reviewed the same material but the focus was more on learning leadership skills and applying those skills. They shadowed different people on the encampment's cadet staff to learn all about what it takes to teach and lead other cadets.

Many topics were covered during the week such as the concepts of leadership, inspection, military customs and courtesies, public speaking, aerospace education, negotiating various types of obstacle courses and various team leadership exercises.



Cadets get to blast away at a variety of simulated targets in the Firearms Training Simulator.



A high point for the cadets was the ride of an NDANG Black Hawk helicopter.

The cadets also had the opportunity to spend a few hours putting leadership and critical thinking skills to the test on Camp Grafton's Leadership Reaction Courses. Two of the most popular events at encampment were a ride on a North Dakota National Guard UH-60 Black Hawk helicopter and the Firearms Training Simulator (FATS) where cadets got to blast away at a variety of simulated targets.

At the end of each grueling day, the cadets enjoyed their evenings with friendly volleyball games and ultimate Frisbee competitions between the flights. Encampment graduation ended the week with the traditional Pass-in-Review ceremony in the afternoon and a formal banquet that evening.

The participants of the 2018 JDCLE express their sincere appreciation to the North Dakota Army National Guard for the use of their excellent facilities at Camp Grafton and for their support of the Civil Air Patrol encampment program. The participants of the 2018 JDCLE also wish to express their sincere appreciation to the culinary staff at Camp Grafton for their excellence in keeping a horde of hungry teenagers well fed.

Visit the Encampment's Facebook page to see pictures and videos at <https://www.facebook.com/CAPJDe> and the SDWG Flickr account - <https://www.flickr.com/SDWingCAP>. Encampment photos are posted on the SD Wing Flickr at: <https://www.flickr.com/gp/sdwingcap/A5u3wQ>

The 2019 Joint Dakota Cadet Leadership Encampment will be hosted by South Dakota Wing at Camp Rapid in Rapid City, SD during the summer of next year.

LOW-LEVEL ROUTE SURVEYS

*By Lt. Col. Duncan Kiernes, CAP
Wing Low-Level Route Surveys Co-Project Officer*

Every year the Air Force tasks the Civil Air Patrol to do some important work for them. The mission is to survey low altitude training routes that fighters and bombers fly. They fly these routes as low as 500 feet and at speeds up to 600 knots (about 700 mph). At that altitude and speed they approach obstacles quickly. South Dakota Wing is tasked with flying these Low-Level Route Surveys (LLRS) highlighting obstacles such as towers of all types (radio, television, cell phone) and noise sensitive areas such as stockyards and feedlots.

Many of these terrain features are already listed on the maps provided by the government. The South Dakota Air



Cell tower in the middle of nowhere may not be on maps yet which is why SDWG flies LLRS missions.

National Guard (SDANG) is responsible for seven low-level training routes and a large Military Operating Area between Sioux Falls and the

Missouri River. SDANG tasks us with flying these low-level training routes at 1000 feet and noting any hazards that are not marked on maps. Photos are taken as the object would appear from the cockpit of a fighter flying that route. The Low-Level Route Survey routes are generally over 200 nautical miles long and require two passes to cover fully. The LLRS missions generally take a flight crew all day. Some LLRS take more than one day to complete. The geo-tagged photographs from each flight sortie are uploaded to a shared file for review and then passed to the SDANG. This is good flying for South Dakota Wing and a great, cost-effective deal for the Air Force.



This antenna field at Turkey Ridge is well-marked on USAF maps.

50-YEARS OF CIVIL AIR PATROL SERVICE AND COUNTING

*By Capt. Jon Becker, CAP
Pierre Composite Squadron*

Lois Marso Schmidt joined the Civil Air Patrol Squadron (CAP) in Pierre in 1943 when she was 16 years old. The United States had entered World War II in December 1941 and situation in the homeland was tense. Shortly after her brother joined the Navy, Lois read about the Civil Air Patrol and the civil defense work they were doing and decided to join. At that time there were only a few cadets in the Pierre squadron.



Civil Air Patrol badge for 50-years of service.

CAP Cadets studied military customs and courtesies, friendly



At 91 years of age Lt. Col. Schmidt is still involved in CAP activities such as serving a Cowboy Breakfast at the 2018 Dakota Western Heritage Festival.



SD Governor Dennis Daugaard presents Lois Schmidt with the Congressional Gold Medal for her CAP service during World War II.

and enemy aircraft identification, Morse code, military marching and radio communications. Lois wanted to be a ham radio operator. The squadron was only active for a short time after she joined. After about a year the squadron disbanded and Lois took a break from her CAP service after World War II ended.

Years passed before Lois thought of Civil Air Patrol again. After talking to a friend from Sioux Falls and a member of CAP's South Dakota Wing she decided to join as an adult, termed a "senior member", in 1968. The newly formed squadron in Pierre was meeting at Riggs High School. At that time, there were about ten cadets in the squadron.

Early in 1969 an "incentive flight" to NASA's Space Center in Florida was offered by CAP

Headquarters to a deserving cadet. Lois was assigned to escort the cadet on the trip. There were several cadets and senior members from South Dakota and other states in CAP who made the trip. Because she had just joined, she did not yet have any rank. They toured the Cape Kennedy Space Center, Lunar module mock-up, and observed the rocket that was going to the moon on the launch pad. They left Cape Kennedy and flew to Dayton, Ohio to tour the National Museum of the United States Air Force.

During the trip from Ohio back to South Dakota their plane was caught in a thunder storm. Lightning struck one of the engines and the plane was forced to land. After repairs were made they continued their trip to Sioux Falls.

On another trip, Lois escorted five female cadets to the North Central Airlines Stewardess School in St. Paul, Minnesota.

Lois flew to New York to attend National Search and Rescue school on Governor's Island for ten days. Thirty-three students were chosen from squadrons across the United States to attend the school. Only three of them were women. The group toured New York City during the evenings and sailed on a Coast Guard Cutter one afternoon.

Lois also attended numerous cadet summer encampments in both North and South Dakota.

Over the years she has held numerous positions within the Pierre squadron and a few on the South Dakota Wing staff. Her very first staff job in the squadron was Public Affairs Officer, a position she held 14 years. When she started, she did not have any experience in public affairs, so she studied books about it. Later she also served as the South Dakota Wing's Public Affairs Officer.

She has been commander of the Pierre Squadron four different times. She also held many other staff positions in the squadron. To name a few: deputy commander, Administration and Personnel Officer, Assistant Communications Officer, Senior Member Training Officer, and she was a fully qualified search and rescue aircrew member as a Scanner and as an Observer.

At 91 years of age Lt. Col. Lois Schmidt is still an active member of the Pierre squadron, serving as the squadron historian. On October 28, 2018, Lois became a 50-year member, having joined as a senior member in 1968.

Throughout her Civil Air Patrol career Lois has received numerous CAP awards and decorations. In 2015, she was honored with the Congressional Gold Medal for her service during World War II in the Civil Air Patrol.

Congratulations, Lois. We are grateful to have you as part of the Pierre Composite Squadron and a living member of South Dakota Wing's historical heritage!



On her 90th Birthday Lt. Col. Schmidt (center) helped her squadron run a fund raiser at a local restaurant.



CAP membership ribbon.



50-year service pin for the CAP membership Ribbon

NORTH CENTRAL REGION POWERED FLIGHT ACADEMY



*By Lt. Col. Craig Goodrich, CAP
Director of Operations, South Dakota Wing*

The 2018 North Central Region (NCR) National Powered Flight Academy was held in Fremont, Nebraska from 14-28 June. Twenty four cadets, nine certified flight instructors and two senior staff members participated. I spent a week there (14-21 June) teaching cadets how to fly. My two cadets got their first airplane solo flight while there. As part of the aviation experience the Nebraska Army National Guard came up from Lincoln with two HH-60 "Pave Hawk" helicopters and gave orientation rides to everyone. Some of the rainy day

activities included a visit to the Unmanned Aerial Vehicle research lab at the University of Nebraska, Lincoln, and a visit to the Strategic Air Command Museum near Ashland, NE. It's always great to be in an environment with cadets and other Civil Air Patrol members excited about flying. Preparing so many cadets to solo in a short amount of time is a real challenge, but the reward is equally gratifying. I strongly recommend that cadets apply for a spot at a flight academy in 2019 if they seek to earn their pilot's license.



Cadets at the 2018 NCR Powered Flight Academy pose by an SR-71 reconnaissance aircraft at the Strategic Air Command museum.



The Nebraska Army Guard gave orientation rides in HH-60 helicopters to all participants.



Keeping two dozen hungry teenagers nourished required frequent feedings.



Female cadet participants strike a pose at the Strategic Air Command museum.



Lt. Col. Goodrich's two cadet student pilots in the air.

Aerospace Education Weekend in Philip

*By Lt. Col. Bruce Kipp, CAP
Wing Director of Public Affairs*



Lt. Col. Deweese (rear seat) prepares to give Pierre's Cadet Staff Sgt. Alec Crowser a glider orientation ride.



The new SDWG glider soars into the air on a cadet orientation ride.

From 13-15 July, South Dakota Wing held its annual Aerospace Education Weekend, this time in Philip, SD, home of the former Philip Composite Squadron whose facilities were still there for our use. Maj. Lee Vaughn and his crew transformed the former Philip CAP building from a storage facility into an administrative area which was the hub of the weekend's activity. Powered aircraft orientation rides, glider orientation rides, model rockets, drones flight training and flight simulators were the highlights of the activity.

There were around 45 people representing all six squadrons present at various times including 22 cadets and 23 senior members. Nineteen cadets were given 26 glider orientation rides. Capt. Patrick Nowlin and Lt. Col. Craig Goodrich piloted the Cessna-182 tow plane on Friday and Saturday respectively. Not only was it hot on Saturday the

14th, 94 degrees, but operations had to be halted due to high winds for a few hours at mid-day. The inhabitants of our "tent city" were evacuated into



A young visitor tries out a computer flight simulator.



Former Philip Composite Squadron building, site of the 2018 Philip AE Weekend.

the building for safety to ride out the windstorm.

Cadet Capt. Kyle Clement lead the rocket launch activities. Cadets launched rockets they built. Several exceeded 300' in altitude. Clement then launched a couple of "custom" rockets, one of which exceeded 700' in altitude to everyone's thrill. It was a hoot to watch Kyle madly zigzagging back and forth as he scrambled to get to the 48" rocket as it slowly descended by parachute. Some 50 rockets were shot off. Seven cadets earned their CAP Model Rocketry Badge while 14 others advanced in the Model Rocketry program. Several cadets were treated to the use of an aircraft simulator provided and assisted by senior member Capt. John Spangler.

Members of the Philip community came out to watch the activities and enjoyed a free hot dog and lemonade lunch thanks to Col. David Small and his wife Capt. Sylvia Small who purchased the food and prepared the meals. We were pleased when a Philip town councilman dropped by to visit with us. 🇺🇸



An Alpha-III model rocket blasts off.

Three South Dakota Cadets Win Wings in 2018

*By Lt. Col. Bruce Kipp, CAP
Wing Director of Public Affairs*

2018 was a significant year for three of our cadets, one they will never forget! These fledgling aviators all achieved significant milestones in their quest to fly the friendly skies of South Dakota.



Upon successfully completing their solo flight cadet aviators are entitled to wear the Civil Air Patrol Solo Wings on their uniform.



Cadet Spence soloed on 26 November 2017 and was presented his solo certificate from his Flight Instructor Lt. Col. Goodrich.

Congratulations to Cadet 2nd Lt. Branden Spence, a member of the Rushmore Composite Squadron in Rapid City, who, on 12 June, earned his Private Pilot's License! His family and his squadron-mates are as proud of him as can be. He soloed on 26 November 2017. His flight instructor throughout his training was Lt. Col. Craig Goodrich.



Cadet Clement stands next to the aircraft in which he soloed at the Lincoln County Airport on 10 September 2018.

Congratulations to Cadet Capt. Kyle Clement, a member of the Sioux Falls Composite Squadron, who soloed on 10 September on his way to earning a private pilot's license. Kyle has been receiving flight instruction at the Lincoln County Airport at Tea, SD. He has self-funded his flight training.

Congratulations to Cadet 2nd Lt. Sydnie Cloutier, a member of the Sioux Falls Composite Squadron, who soloed the afternoon of 28 September

at Lincoln County Airport in Tea, SD. It all came together when she executed three perfect full-stop landings. Her flight instructor was Lt. Col. Greg Lair.

The Civil Air Patrol (CAP) and the South Dakota Wing have scholarships for flight training and flight training programs for members. Several South Dakota Wing adult pilots are Certified Flight Instructors and offer their time and skills at no cost to the student. The South Dakota Wing makes its fleet of single-engine Cessna aircraft available for flight instruction for its members. In addition, there are annual CAP national and regional powered flight academies where cadets get instruction and flying time to work toward earning a pilot's license.

If you would like to earn a private pilot's license, joining the Civil Air Patrol will go a long way to helping you achieve your dream.



Cadet Cloutier leaves the cockpit after successfully completing her solo flight on 28 September 2018 at the Lincoln County Airport.